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Imagery analysis report

Probable RAM K Fuselage Observations In the USSR (S)

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PROBABLE RAM K FUSELAGE OBSERVATIONS IN THE USSR (S)

1. (TSR) Attaches in the USSR observed and photographed a canvas-covered aircraft fuselage in tow on Moscow's Garden Ring Road on []³ Similarly configured canvas-covered fuselages have also been observed on overhead imagery at Ramenskoye Flight Test Center (FTC; [] and at Komsomolsk Airframe Plant Ordzhonikidze 126 []
[] Comparison and mensuration of these fuselages indicate that all are probably for the Sukhoy design bureau's (OKB) new fighter, the RAM K.

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2. (TSR) The RAM K is a high-performance, mediumweight Soviet fighter which is undergoing flight testing at Ramenskoye FTC. The canvas-covered fuselage seen at each location was approximately [] at midbody. The height of the fuselage is approximately [] at the aft end and [] from the top of the canopy. Additional mensuration of a more nearly complete aircraft is contained in a previous NPIC report.⁴

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3. (TSR) The observations of the probable RAM K fuselages in Moscow were made when the fuselages were being towed in convoys counterclockwise on the Garden Ring Road (Figures 1 and 2). The convoys consisted of Militsiya cars and motorcycles, trucks, and other support vehicles which occupied all four lanes of the road. The convoys apparently turned off the ring road and proceeded north toward Moscow Central Airfield [], most likely to Moscow Aircraft Experimental Plant 51 [] which houses the Sukhoy OKB and is collocated with Moscow Central Airfield.

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4. (TSR) If the fuselages seen on the ring road were in transit between Ramenskoye FTC and Moscow Aircraft Experimental Plant 51 (Figure 3), then they were towed approximately 51 kilometers on their own landing gear.

5. (TSR) Since [] a RAM K aircraft has frequently been observed at Komsomolsk Airframe Plant Ordzhonikidze 126 (Figure 4); however, the first observation of a probable RAM K fuselage at this plant was on overhead imagery of [] (Figure 5). The fuselage was in front of a hangar in the north portion of the facility. Several models of the FITTER are produced at Komsomolsk, and the plant has been associated with the Sukhoy OKB since 1957. RAM K observations at this facility may indicate preproduction preparations or a limited design role.

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6. (TSR) The probable RAM K fuselage (Figure 6) and the RAM K aircraft have also been observed at Ramenskoye FTC. The aircraft was seen for the first time at Ramenskoye on imagery of [] and the fuselage was first observed on imagery of [] parked in the Sukhoy area.

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FIGURE 1. PROBABLE RAM K FUSELAGE IN TOW ON GARDEN RING ROAD ON 7 AUGUST 1979



FIGURE 2. PROBABLE RAM K FUSELAGE IN TOW ON GARDEN RING ROAD ON 22 AUGUST

- 2 -

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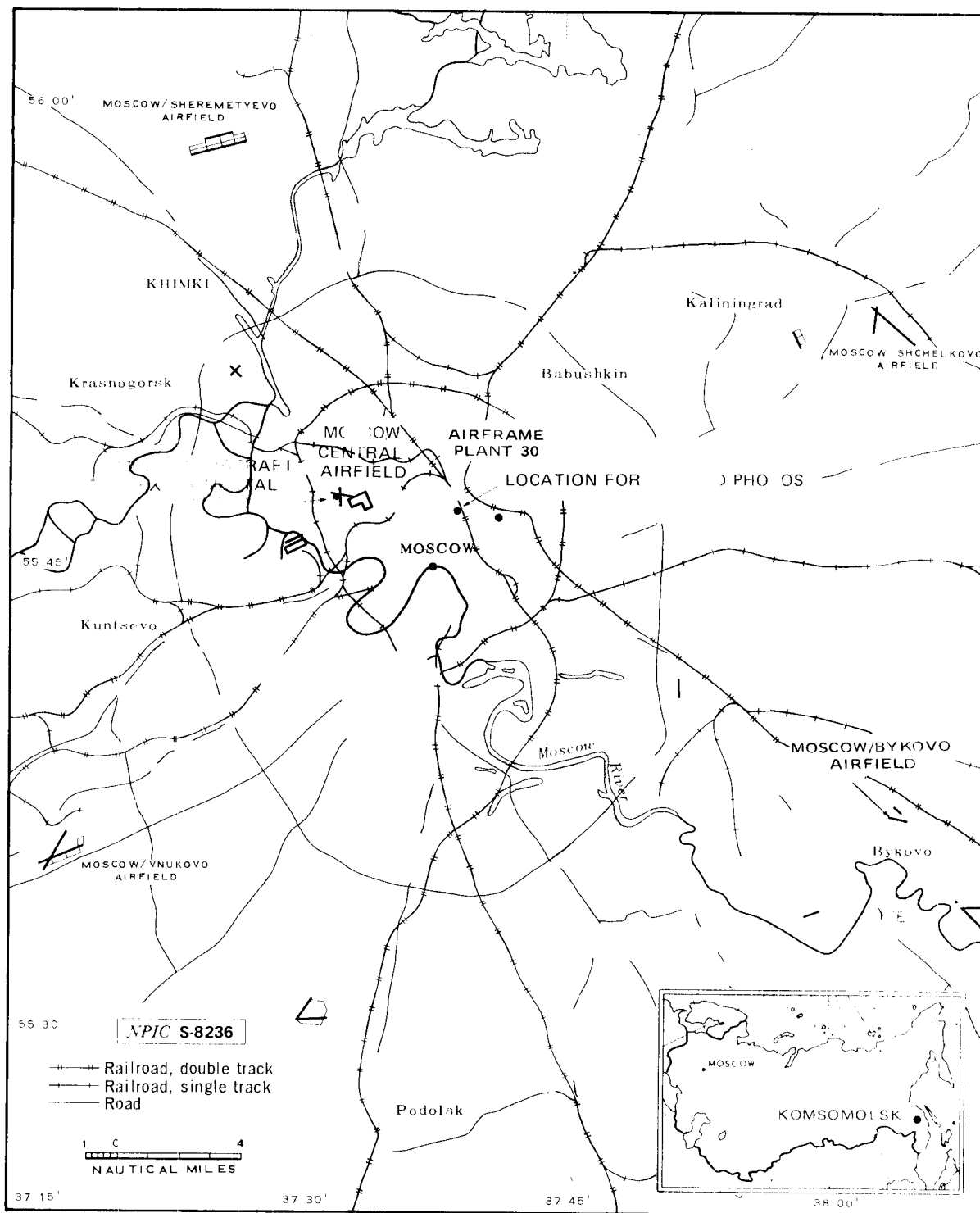
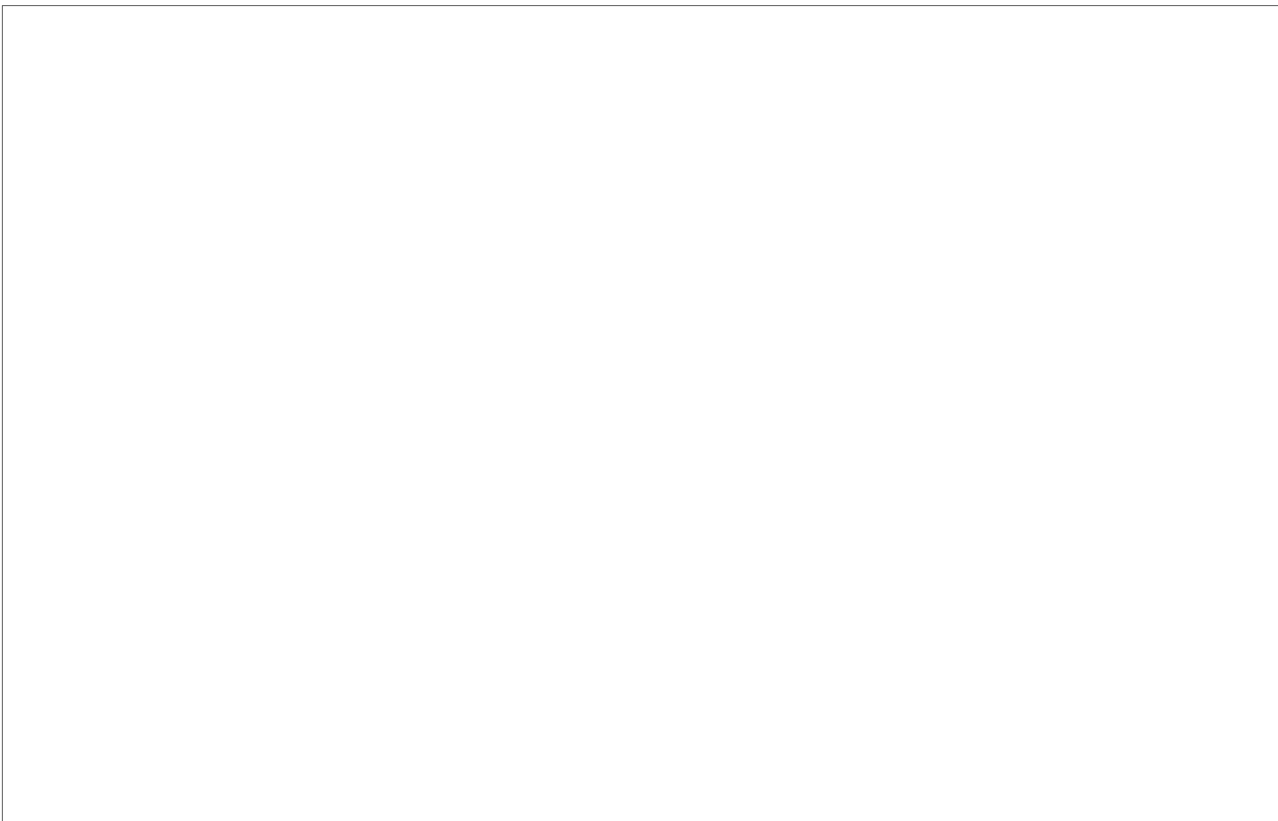


FIGURE 3. POSSIBLE RAM K FUSELAGE ROUTE

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 4. NPIC. [redacted] IAR-A060/79, *RAM K at Komsomolsk Airframe Plant Ordzhonikidze (26, USSR (S)*, Oct 79 (TOP SECRET [redacted] 25X1
[redacted] 25X1
- (S) Comments and queries regarding this report are welcome. They may be directed to [redacted] 25X1
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